

COMMODORE'S SIGNAL

Happy New Year to everyone! I hope that each of you had a wonderful Holiday season and that you're looking forward to another exciting year with SMSA. The first order of business for the New Year is the renewal of our SMSA memberships! The 2000 Membership Renewal is being mailed to you this week. Please take a few moments to review your membership information, make any necessary corrections, and return the form along with your payment by *7 February*. Please note that there's also a place on the renewal form for you to volunteer to help the Governors. Just place a check by the Governor(s) of your choice and they'll contact you about how you'd like to help with their program. *Renew for 2000* now and be part of all the fun in the upcoming sailing season!

The BOG completed the 2000 Operating Budget in record time! The budget was negotiated, balanced, and approved in less than 2 hours. Thanks to everyone on the 1999 and 2000 BOG for their active participation in this year's budget process. Special thanks to past Treasurer, Rod Schroeder, for keeping great financial records and for kicking-off the budget process. Special thanks also go to our current Treasurer, Tracy Kubinec, for handling the coordination of the budget inputs and for providing historical data to help with income and expense estimates. The final result was well worth the advance planning that occurred prior to the meeting!

The Governors and their committees are busy getting their programs underway. If you'd still like to lend a hand, don't forget to give them a call. As you can see, I never miss a chance to ask for volunteers! Each governor is also busy setting goals for this year and deciding the best ways to achieve those goals. In the March issue of *the clew*, we'll publish the BOG committees and goals. This will provide you with information about where each program is headed, who's doing what, and how you can be involved!

I've been thinking about what I would like to help SMSA accomplish in the New Year. I've narrowed the list down to the following goals for 2000:

- develop a long range business plan for our future
- streamline our processes and document our policies
- improve BOG communications with the membership
- provide opportunities for all members to contribute their ideas to SMSA

This is a long list of goals, but I believe that together we can accomplish them. I've started building a Policy and Planning Committee to help solicit ideas about how we can achieve these and other goals in the upcoming season.

My primary mission this year will be to ensure that all members are having fun, that they have a voice in our decisions and activities, and that they're appreciated for the contributions that they make to our association. If you have ideas about SMSA that you'd like to share, please don't hesitate to contact me. I know that it's going to be a great year for all of us and for SMSA!

Projects Looking for Volunteers

- Facilities Governor, Dennis Donehoo, is looking for Clubhouse interior prep and painting help
- Publicity Governor, Barbara Herbig, is looking for Yearbook Advertising help
- Junior Governor, John Herbig, is looking for a Nautical Flea Market Coordinator

Upcoming Events

There'll be lots of fun at all these activities, so don't miss them!

- 8 January - 1999 Annual Awards Banquet @ Cedar Point Officers Club
- 15, 22, and 29 January - Clubhouse Interior Painting Parties
- 10 February - Cruise Planning Meeting

That's all for this month! As you can see, we're going to have a very busy year. Stay tuned right here for what's new on the SMSA horizon! I hope to see you at the Annual Awards Banquet on Saturday night.

Happy New Year!

Jan Buckler, Commodore

PAST COMMODORE

I would like to extend my personal thanks and the gratitude of SMSA to Tim Keen. Tim performed an end of year audit on the club books. He found them to be in very good shape. He confirmed what we thought; that Rod Schroeder had done an excellent job of taking care of our money. Nevertheless, Tim made a couple of suggestions that he feels would make our record keeping even better. Thanks, Tim. We really appreciate your efforts on behalf of SMSA.

John Weir, Immediate Past Commodore

SECRETARY

DRAFT MINUTES

BOARD OF GOVERNORS MEETING DECEMBER 2, 1999

OFFICERS AND GOVERNORS PRESENT:

Jan Buckler, Bill Moessner, Barbara Miller, Tracy Kubinec, Paul Eubank, Barbara Herbig, John Herbig, Sandra Leitner, Joe Frost, and Char Frost

Commodore Jan Buckler called the meeting to order at 1940 hours. The regular meeting format was suspended so that the Board of Governors could focus on discussion and approval of the 2000 SMSA operating budget.

SECRETARY - The minutes from the October 14, 1999 meeting will be reviewed and voted on at the next meeting.

TREASURER - Tracy Kubinec presented the updated 2000 Operating Budget for discussion and review. The Board of Governors went over the operating income and expenses.

RACE GOVERNOR - Joe Frost reported that the race committee boat will probably need an overhaul of its diesel pump. Increased funds for informal and formal race trophies were requested.

CRUISE GOVERNOR - Paul Eubank reported that funds allocated for Yacht Club of America dues offer SMSA members reciprocity with other yacht clubs so that SMSA members can use other clubs facilities and services at the same cost as their members. It was proposed that SMSA membership cards be made to allow SMSA members to participate in this program.

JUNIOR GOVERNOR - John Herbig reported that a "crash boat" will need to be acquired. Paul Eubank offered the use of a Boston Whaler. A nautical flea market was proposed. The R and M budget for El Toros and Opti's was discussed.

WOMEN'S PROGRAM GOVERNOR - Kris Dennie-Young was not present, but sent her budget request to the meeting with Jan Buckler.

VICE COMMODORE - Bill Moessner made a motion to accept the budget as modified at the end of the meeting. The motion was carried.

MEMBERSHIP GOVERNOR - Char Frost presented two applications for membership.

The Board of Governors approved these applications for membership: Jens and Nancy Knudsen (Family) and Ginny Cooper (Individual).

SOCIAL GOVERNOR - Sandra Leitner reported that additional funds were requested to cover the cost of bands for the awards dinner. She proposed that catering be considered for some events, such as rendezvous.

PUBLICITY GOVERNOR - Barbara Herbig reported that her budget is similar to last year's. A discussion on increasing ad revenue for the yearbook took place. Many suggestions were made for ways of increasing the number of advertisers. Bill Moessner would like to see a committee formed to help obtain more ads. An additional incentive for advertising was discussed. Barbara would like to link yearbook advertisers websites to the yearbook page of the SMSA website, for the advertisers that have them.

FACILITIES GOVERNOR -Dennis Donehoo was not present. His budget was adjusted and accepted.

REAR COMMODORE - Jim young was not present.

OLD BUSINESS - None.

The next SMSA Board of Governors' Meeting will take place on January 6, 2000 at the SMSA clubhouse at 7:30. All members are welcome to attend.

The meeting was adjourned at 2130 hours.

Submitted by Barbara Miller, Secretary

CRUISE

LABOR DAY CRISFIELD CRUISE1-4 September 2000

Yes, it's time to think about it. Because I'm still awaiting confirmation that I have a credit on the charge card I used to make a \$500 deposit last February 18 to reserve twelve slips on "G" Dock.

I don't plan to take that route again. Unless the BOG agrees to make a deposit, it will be every boat for itself. You can still keep me posted on what you have done, anytime. We can still handle our logistics and party plans informally.

I expect to be the POC with Somers Cove, asusual. Individual boats only need a one (1) night deposit to hold a slip for the three (3) nights, and that is fully refundable until quite late in the summer if plans come a cropper. The marina has no changes in mind for this year. Rates are the same.

Happy New Year to all!

Bill Palmer, Cruise Leader

DOWN THE WATERWAY WITH THE

KELLY ANN

Submitted by: Frank and Nancy McCabe

Greetings from Florida. We arrived here in sunny St. Petersburg on November 22, after a 7-week (motor) sail down the Intracoastal Waterway (ICW), having left Solomons on October 3. It has been a truly interesting and exciting experience. Nancy and Frank and our two sixteen-year-old cats (Spunky and Sweetie), are continuing to adapt to extended living aboard a 30' sailboat. We've loved the constantly changing surroundings passing through the Carolinas, Georgia and Florida.

We have not yet gone "outside" in favor of ocean sailing; thus, pure sailing opportunities in the frequently narrow waterway have been limited. However, we were blessed with regular 10-15 knot winds from the northeast much of the southerly leg, allowing us to use the genoa to boost the engine. The weather has been generally good, with one notable exception. We had hoped we had timed our departure well by leaving after Hurricane Floyd had passed. However, on October 15 when we were at the Beaufort, NC Town Docks, we heard that Hurricane Irene was headed in our direction. Since forecasters were predicting a direct hit on a wide swath of both Carolinas'

coastlines, we opted to stay put, remove canvass, secure lines and everything else, and wait her out. Fortunately, at the last minute she skirted the Carolinas, went out to sea and we were deprived of anything more exciting than heavy rain and 40-knot winds. We did see the effects of previous hurricanes in the Carolinas and also in Florida. Two examples stand out: The River Forest marina in Belhaven, NC lost its docks courtesy of Hurricane Dennis, and rebuilt them just in time for another knockout by Hurricane Floyd. By the time we arrived about 3 weeks later they had rebuilt again, were open for business, and were getting back to normal (such as retrieving their ice machine which had taken a 6-block swim into town, etc.). The St. Augustine, FL city marina, however, was not accepting any transients. One of the hurricanes had scored a direct hit on one of its concrete piers. It was smashed to pieces, creating an island out of the gas dock. However, we were grateful that the storms' effects on us and other boaters were minimal.

We crossed over the Florida border on November 3. At Stuart, we picked up the Okeechobee Waterway, the inland shortcut from the Atlantic Ocean to the Gulf of Mexico. Since the Kelly Ann's 47-foot mast was able to clear the 49-foot fixed railway bridge, we were able to take this shorter route and get a good glimpse of rural "old" Florida quite different from the coast. The natural scenery is varied and beautiful. Except for Lake Okeechobee itself, midway through, most of the canal is fairly narrow. When we reached the lake, we hoisted the main - for the first time since Norfolk - and had a glorious 35-mile sail on a beam reach. Making our way through the 6 locks was a fascinating experience.

We entered Mile "0" of the Gulf ICW near the mouth of the Caloosahatchee River (the western portion of the Okeechobee) and followed it north to Tampa Bay inside the Gulf Coast barrier islands. The ICW is considerably shallower on this side, the channel takes many twists and turns, and local knowledge is a real help. We experienced our first grounding of the trip departing an anchorage in Longboat Key on our last day before arriving in St. Petersburg. Anxious to arrive here (having been on water longer than the Ark) the only laydays we took were on gorgeous Garparilla Island (not only is it a beautiful place; one of the marinas was having a .60/ft. preseason special!). Here in St. Petersburg, we have almost become land lubbers. As of this writing we've been at the municipal marina 2 weeks. There are a large number of liveaboards, almost universally friendly and helpful, and they present a window on a totally different culture. We attended a delicious traditional dinner at the dock on Thanksgiving Day - pot luck. The marina is right downtown, amid parks, museums and other cultural activities, and convenient to shopping by bike and bus.

We benefited greatly from the help and advice of our many friends who have made this trip previously, and the following are some of our experiences and observations, for what they're worth:

- a. The Delta Fastset 22-lb plow-style anchor with 50' of 1/4" chain and 150' of 1/2" rode has been very reliable. So far we haven't set a second anchor. Plenty of current at most anchorages, which often minimizes mud on chain and anchor.
- b. Our Micrologic 150 GPS is very helpful in accurately gauging our speed and magnetic headings to occasional more distant marks across sounds and Lake Okeechobee. It provides accurate and graphic daily tide info for close-by locations.
- c. Finding reliable repair persons along the way is like finding gold. We were pleased with the work we had done at Ocean Marine in Portsmouth on 2 unrelated bilge problems. We also found a good refrigeration/AC expert, Danny Martin (910)-799-9362, who operates from Beaufort, N.C. to the Wrightsville Beach/Wilmington area). In Beaufort, he quickly identified a previously misdiagnosed problem with our refrigeration. An overnight UPS delivery from Adler Barbour to his home allowed him to install a thermostat the next day in Wrightsville Beach.
- d. Four foot 2x4's, with West Marine rubber tips, are useful to hang outside regular vertical fenders, especially going through the 6 locks across the Okeechobee.
- e. A solid investment was in the DAHON Mariner 20" wheel folding bikes. We have ridden them often (daily here in St. Petersburg). They are stowed in bags on deck while in transit. Another was the ICOM IC-M1+ handheld VHF (indispensable for calling bridge and lock tenders and answering passing boats). We had not previously had a handheld VHF.
- f. The ICW Chartbook (Kettlewell) and ICW Cockpit Cruising Handbook (Moeller) were constant cockpit references down the east coast, supported by Skipper Bob's ICW marina and anchorage guides and the

Waterway Guide. Claiborne Young's Cruising Guide to Western Florida has been helpful for the west coast.

After New Years, we plan to leave St. Petersburg and head southward down the west coast to Sarasota, Venice, Boca Grande (Gasparilla Island - again), Sanibel Island, Naples, Marco Island, and the Keys. We plan to head back toward the Chesapeake in April, arriving in Solomons in mid-May. We would love to see any fellow sailors if you are down this way; our cellular number is (410)-326-7929.

RACE GOVERNOR

The Fall Rhumb Line Inn Frostbite Series was the best we have had in recent years. The weather was perfect for racing and racers were out enjoying the late-season sailing. The four races had 18 to 20 boats competing and the starts looked exciting from the Calvert Marina fuel dock. The racing was very competitive and some places were decided by only seconds. The series final results are now posted on the SMSA website and at Calvert Marina.

I would like to thank John Weir, Pete LaRoche, Jerry Taylor, and Char for helping retrieve our race marks for the winter. They will be repaired and refurbished over the winter so they will be ready for next season's racing. The Race Committee boat has been hauled and winterized by Zahniser's. It too needs some minor repairs before next season but overall is in pretty good shape. Clark McKinney's sail loft has built new starting shapes for next year to replace the old and faded ones.

The "Breakaway" and "Joint Adventure" crews are preparing for Key West Race Week in January. Good luck to both boats and have a great time in the sun and warm waters. For those of us that have to stay here-you can check Key West race results daily on the website that will be set up by race sponsors.

Final preparations are being carried out for our Annual Awards dinner on January 8. We hope to have another large turnout.

I would like to thank everyone who helped with the race program this year and we look forward to an even bigger program next year.

Submitted by: Joe Frost/Race Governor

410-326-1978

e-mail: cfrost@us.hsnet.net

PHRF / CBYRA MEETINGS

Annual Delegates Meetings of PHRF & CBYRA

As your SMSA delegate to PHRF and CBYRA, I attended the annual delegate meetings of both organizations recently. This article reports some of the more significant areas covered at those meetings. If you have any questions about PHRF or CBYRA, please don't hesitate to contact me.

On 20 November, PHRF of the Chesapeake held their annual board of delegates meeting at the Eastport Yacht Club. The meeting included reports from the officers, the US Sailing PHRF committee rep, and the chief handicappers. Membership in PHRF is up over 7% Bay-wide, with membership now over 1060 boats. The remainder of the meeting covered new business, including some changes to the by-laws. The most significant changes approved for 2000 centered around roller furling sails, and a important change to the PHRF by-laws. There were two approved by-laws changes, one to include the PHRF past President on the executive board, and the other providing PHRF with the authority to refuse to issue, or revoke, valid certificates for those members not reporting changes and modifications to their boats. The later issue has become a problem in recent years in PHRF and there are now processes in place to address this issue. The changes to roller furling sails and the use of roller furling sails was a result of differing interpretations of the rules in different regions of the Bay. The changes were heavily debated and passed by very slim margins. The changes relate to sections 17B, C, and D of the PHRF standard sail and equipment specifications. Section 17A is unchanged, but sections B through D now read as follows: "B. The gooa/jib material may be of any material except aramid or carbon material. C. A UV

protection must be present on the leech and foot of the genoa/jib. D. The roller furling headsail, once hoisted, shall not be changed during a race, unless conditions warrant use of heavy weather sail, as defined by section 10.22 of the equipment and accommodations standards." These changes somewhat relax restrictions on roller furling sails, and restrict racers to one RF sail for a race (some racers were changing RF sails during races).

The PHRF class splits for 2000 were changed only in one area. The split between A0 and A1 in region 3AW was lowered from 052 to 049. The PHRF officers for 2000 are the same as in 1999, except that the VP in region 4 is now John McCarthy, who is a regular participant in the SLC regatta as co-owner of "Sugar Bear". The same board of handicappers as in 1999 will continue for 2000, with Rob Mairs replacing J-30 NA winner Rich Harrison, as chief handicapper for the Northern Bay area (includes regions 1, 2, 3AW, 3SE, and 3PR). Dan Trammell will continue as handicapper for PHRF members of SMSA.

On 4 December, I attended the Annual meeting of CBYRA delegates, held at AYC. The meeting proceeded with reports of the officers and committee chairpersons. The majority of the reports were provided in written form. I have copies for those who may be interested in the detailed reports that were too lengthy for this report. For those visiting CBYRA in Annapolis, they are located now on the fourth floor of 612 Third Street. The new location provides much needed increases in space. A good part of the discussion at the meeting related to CBYRA's efforts to bring automation into the areas they support. This is apparent through the past year's changes to the CBYRA website (www.cbyra.org), and their planned changes for the future. CBYRA will be working with members and clubs to improve communications, especially in reporting of race results, which continue to be a problem year to year. It was also announced at this meeting that the PHRF scorer for regions 1, 2, and 3 is retiring, with no replacement identified as yet. CBYRA plans on investing funds in developing on-line reporting procedures and software for all race results. The CBYRA membership committee presented one club for permanent membership (Gatling Point YC) and two for provisional membership (Rappahannock Sailing Assoc., and the Chesapeake Bay Maritime Museum). The delegates approved the clubs in the categories presented. Melinda Berge was elected President of CBYRA for 2000, with Mary Grealy the Exec VP, Dick Emmett continuing as Treasurer, and Joe Krolak the new Secretary. The regional CBYRA VPs continue the same as in 1999.

S, Stew Buckler

SMSA PHRF and CBYRA Delegate

MEMBERSHIP

Two membership applications were presented and approved at the December BOG meeting. Please welcome Ginny Cooper (Individual), a familiar face around SMSA since she has crewed on Sher Max, Lickety Split and Iretsu in recent years. Ginny was sponsored by Max Munger.

Nancy and Jens Knudsen (Family) also were approved for membership, sponsored by Howard Lennox. Nancy and Jens have a 36' Cheoy Lee, "Sea Cloud", that they keep at Calvert Marina.

I hope to see all of you at the Annual Awards dinner on January 8.

Submitted by: Char Frost/Membership Governor

JUNIOR PROGRAM

"I Believe that Children Are Our Future" is more than a cool Whitney Houston song that Barbara sings to the children. I know, that when we invest a little time and money in the lives of our children today, they will become the people that we all wish we could be. Many of us started sailing later in life and probably wish we had the opportunity to start sailing as a young person. Sailing teaches so many things that are relevant to all aspects of life. Not only knots to tie but problem solving and self-reliance. Because as we all have experienced, when we are on the water or any place else "Stuff Happens" and you have to learn to adapt and deal with it. These skills we teach the children now, will be carried with them into life, as well as on the water. It is a well-known fact that many

of the best sailors in the world started sailing at an early age. I honestly feel support of the junior program is an investment in the future of the association and the world. If we believe in them now, the young sailors we know will become old sailors, if we as an association, continue to give them opportunity.

Summer is just around the corner, and we will be standing in the water talking about how hot it is before we know it. I am asking the membership to plan to be involved in the junior program this year. We have a great year planned with so much to do and so little time to do it. The Sunday afternoon club training, summer camp, cruises, sailing seminars, regattas here and away, can only happen with your help. We have been asked to conduct a fundraiser in support of the program. Volunteers are needed for this and for the other activities already mentioned. If you have not children in the program, there is no problem in you getting involved, any help and support is welcome and

appreciated. The children of our club deserve to know you. Please contact me if you have any ideas, can help in any of the events, or in some other capacity. Our efforts, will create the opportunity, and secure the investment.

Submitted by: John Herbig, Junior Governor

FACILITIES

Painters Needed for Clubhouse Painting Detail

Our Clubhouse is in need of a fresh coat of paint on the interior and early next year the Facilities Governor is planning a three-day painting party to accomplish this task. The painting detail will be on three consecutive Saturdays, January 15th, January 22nd and January 29th. January 15th will be a prep day, and the painting will be accomplished on January 22nd and January 29th. Any SMSA members who wish to volunteer for this worthwhile endeavor is encouraged to call the Facilities Governor Dennis Donehoo at 410-326-0885, or email him at ddonehoo@us.hsanet.net.

SMSA CLUBHOUSE SCHEDULE 2000

Please contact Facilities Governor, Dennis Donehoo (ddonehoo@us.hsanet.net.) for further information on the Clubhouse Schedule for 2000.

DATABASE

Please send any changes or updates to your address, phone number or e-mail to Stew Buckler, 1651 Dares Beach Road, Prince Frederick, MD 20678, call 410-535-2402, or send e-mail to sbuckler@olg.com.

SMSA LIBRARY

The author and title listings of the SMSA library are now available at the SMSA website: www.smsa.com

PUBLIC RELATIONS

ANNOUNCEMENT FOR PUBLICITY

We are trying to increase the advertising revenue for the 2000 Yearbook and need persons to form a committee to assist in the task. If you have advertising experience, have ideas for advertising, or would like to advertise, please contact Barbara Herbig, Publicity Governor at 301/863-3209 to volunteer. Any help will be greatly appreciated.

FROM THE ROOM

Ok - so I finally figured it out. It took me years to realize something and in the madness of dinner at I my house, I figured it out. The key to happiness is nothing more than being reminded of the children that we once were, and those that we strive to be. I was told by someone that I did not know (but respect) that artists go to "a room". I don't know of any room, unless of course it is PADDED! Who in their right mind (or left) would try to put up a Christmas tree during dinner with five children in the household, and I sit here writing, contemplating... Yes I am a crazy sailor.

Light wind, good wind, and knock you off the boat wind, I am there. Maybe this is "the room" that an artist (or a madman) seeks. I thrive in my silent moments that I used to find in "ten miles" on the race course. Today "ten miles" is history but the "flying with your feet upon the sea" is as real as it was years ago in those ten miles. I challenge the madness of all of us that makes us do the crazy things we do, but more so, I respect those "children" that I sail with.

If it is not Shawn Stanley buzzing around the boat as if he was the only one that knows what is going on, or the Dan Schneider's of the world, driving the boat with the tiller between his legs, it is something, and it works. It is the Clarke McKinney's of the world who show us, that any average jib trimmer, must just step aside (because he just can't let it alone). It is the David Weir's who stand up in the back of the boat "Mother, I protest you!" And the smile on Maggie's face in the Washington Post was immeasurable, yes I truly believe, that it is the child in us, that keeps us sailing.

And there is another side to this story as there always is. While attending the company Christmas party, I had a talk with Barry Friedman about sailing. I expressed my experience with Ensign sailing on the St. Mary's river in October. In retrospect it was comical and I had a great time. I was told that one of the women could not go sailing, in the context of "she has two small children". I told the man that I had five. He got very quiet as John and Barry smiled.

Barry continued the conversation and we talked about sailing. He discussed some things in regard to sailing with children. I asked John to tell him about his 420 adventure. Now some have heard the story, some have not, but the impact has something to say. We had a training day approaching and most of the students had backed out for the day of sailing or were going on their own boat, or with Stovy. We had arranged for one of the remaining students to go "Big Boat" sailing and even with persistence, the other two were not interested.

It was a very difficult day as the baby sitters were scarce and John showed up to the beach a little late with the two babies in tow (3 and 1/2 and 13 months for those that do not know). He explained this predicament to the two sailors, as he helped them rig their boat. He rigged the other and told them that he would meet them just around the point (please note these were adult sailor's who had been on the water already and with several training classes). They ventured out and John set sail with Andrew and Laura in the 420, ready for instruction to the new sailors.

John says that it was not long before he realized that both babies had messed their pants. With no recourse or easy way of going back with the students venturing out, he proceeded on. Laura was unhappy and restless. And in as short a time as it took for them to leave the shore, she crawled under the traveler, put her face into the deck and fell fast asleep.

Andrew helped dad tack the boat and dad quickly approached the two sailing students. The two of them tried hard to figure out where he had put the two children as John sailed behind them downwind, and took their wind for a moment, before he explained to them what was going on. From what I understand, they learned more about sailing that day, then most of us would learn on a big boat in a week.

If you can make a child happy on a 420, then by absolute truth, we know if they are on the J-29, the Olson 29, the J-24, the Pearson,32, or on the DB2, even the biggest boat that we can imagine, the "children" of sailing are what keeps it going. It is all about "the room" where anyone who is a non-artist can go. It is about finding the imagination and the energy of a child. It is about "the room" we all find in sailing.

May we all be blessed with sailing, and the heart of the children that we cannot let go, far into the next century.

Submitted by: Barbara Herbig, Publicity Governor

P.S. "The Room" was inspired by one of the most amazing, sailing children, David Raley.

EDITOR'S NOTE

Articles are welcome and encouraged from all members! However, please try to get them to me no later than the 18th of the month prior to the edition in which you want it published.

If you are not a regular contributor, please label your article with a title rather than "Clew article" and the issue for which it is intended, i.e. June

e-mail: kzpappas@compuserve.com

Snail Mail: PO Box 159, Dowell, MD 20629

Bottle Mail: Anyone who wants to deliver an article in person: We are located at Zahniser's Marina in Unit #01.

Jan Buckler publishes the calendar for the Clew each month. Please be sure to alert her of any events, with times please, that you wish to have included. sbuckler@olg.com

MUMBLINGS

"Mumblings for the Millennium" from Barbara Herbig

Years ago, on the way back from a cruise to Oxford on IRETSU, it became very clear that the only sailors on the boat with any kind of significant sailing experience, was myself and Terry Wanner. The funny part came as we were nearing the West Basin harbor and Terry decided to take down the mainsail. He asked me to help as he stood at the mast. As we both tried to reach up, we

both realized that neither of us was tall enough to reach far enough above the boom to bring the sail down through the feeder. Terry commented that maybe we were not the best persons for the job as he had to flip down the step on the

mast so one of us could reach the sail.

While sailing in one of the first Screwpile Regatta's, Rich Guthjahr, Chuck Jeffries and myself were the only crew on HAGAR'S. Most of the race was light air so this did not pose too much of a problem until the squall came. Knowing that we were short crew and still racing, the only option at the time was to take the headsail down early because there would be no way we could handle it once the storm came through. The breeze was picking up and Rich and myself were holding the sail down to the deck as Chuck yelled from the back of the boat, someone get the bungies to tie that sail down. Uh...yes "ghostman would you please get the bungies!" As Rich sprawled on the sail to hold it down, I got the bungies from below and one by one handed them to Rich. As try as he might, they broke one after another. Rich concerned asked Chuck where he picked these things up. When the quick answer came, "from the dollar store" it was pretty evident what was going on. We laughed and managed to get the sail secure, and moved to the back of the boat. As any skipper would do, Chuck exclaimed "prepare to tack!" Not thinking, I grabbed the sheet, tossed it around the winch as Rich grabbed the handle to grind. It was just about this time where I looked towards the front of the boat and realized that there was no head sail to tack. Rich and I laughed, sat down and told Chuck that we were ready to tack. We finished the race under main alone, got the gun and won the race.

So there is a story to tell about my first sailing experience. It was one of the Governor's Cup races where the all too familiar storm comes through at the beginning of the race. Knowing that I was new to sailing, the skipper of PRIORITY ONE, asked me to come below for a minute as we were all putting life jackets on. I was instructed by Ron Spicuzza "please do not jump off the boat". Mind you, there were at least six foot swells, lightning, torrential rain, and lots of breeze. Being a new sailor, the last thing on my mind was to jump off the boat, but thank you Ron for reminding me that it was not a good idea.

CLASSIFIED ADS

DON'T FORGET: You are entitled to three months of free advertising in our newsletter! Take advantage of this great opportunity!

\$115K. "IRETSU" 1986 Beneteau FIRST 42 42.6', 5'6" shoal draft, sloop rigged cruising/racing sailboat plus **all** necessary extras for offshore racing. **1st Annapolis-Newport** (1993); **4th Annapolis-Bermuda** (1994). Ready to race/cruise. **All gear onboard the boat is included** as well as all spare equipment and two dock boxes full of goodies. Berthed at NAS Patuxent River (West Basin Marina) in Southern Maryland. **096 PHRF** rating. Fast, competitive and comfortable. Masthead rig with double-slotted "Tuff-luff" headstay. Well maintained. Winter haul-out every year--includes 7 jackstands. 7-coat epoxy bottom (1997)-no blisters.

Includes: 14' **Achilles** inflatable tender; Custom-made dodger and sunshade; **Perkins 4108** diesel; 8-man, hardcase, off-shore **Viking** liferaft w/double bottom, reverse-osmosis water maker, and repair kit. Nightvision binoculars; **Magellan** handheld GPS. **Datamarine** wind instruments, knot meters (2) and depth meter. Handheld VHF and emergency antenna. Two 25watt soft solar panels. Complete set of **SOLAS** flares, etc. **Larakis** harnesses (2) and tethers, **SOSpenders** inflatable lifevests (2), 19,000 BTU 120v.a.c. **heatpump**; **Maxprop** 2-blade feathering prop; **YAESU** HF transceiver; **Standard** VHF; **Sony** 10-CD/AM-FM 4-speaker sound system; Loran; **Autohelm** 6000; digital compass; engine driven coldplate refrigerator; engine/120vac water heater, gimbaled 3-burner

propane stove and oven. Sail inventory: Kevlar/mylar UK "tape drive" racing main; "bullet proof" dacron delivery main and 150% delivery genoa; Medium-heavy Kevlar/mylar racing 155%; Light air mylar racing 155%; 135% dacron; 110% dacron; medium/heavy spinnaker and light spinnaker both in "chute scoops"; Stormjib and Trisail. **"Galerider"** drogue and 300' of 3/4" rode; 35lb **CQR** and 35lb **Danforth** anchors with chain and rode; 50' nylon MastMate mast climbing apparatus. Many little extras too numerous to mention. She is complete and ready for "round-the-buoys" river racing, Bay racing, offshore racing or cruising in comfort. Single owner since 1989--.Call Terry Wanner 301-862-4945 (home) or 301-863-7102 (work); terrywanner@amewas.com or iretsu@us.hsnet.net(2,00)

FOR SALE: SUNRUNNER 27' POWER BOAT. Twin Volvo engines with only 90 hours running time. Owned by Ursula Robitaille, the boat may be viewed at Cather Marine, Inc., 301-769-3335. This boat needs to be seen to be appreciated. Best offer above \$16,000. For questions, please contact Rob Sloan at rsloan@erols.com(2,00)

HINTERHOELLER HR25 SAILBOAT FOR SALE: This boat was donated to the non-profit Chesapeake Bay Floating Theatre to raise funds for the repertory theater. The HR25 sailboat has a full complement of sails, outboard engine, and reasonable weekend cruising accommodations for a family. The sails have been serviced by Quantum Sails and the interior and exterior scrubbed. Her appraised value is \$4,500. Offer will be considered. Contact Capt. John Bailey at 410-326-3115 for inspection and test sail or Spike Parrish 410-326-2945 for questions. (3/99)

11 FOOT FIBERGLASS SNARK - Sailed once - \$400, Frank Lawrence at 301-373-2538